

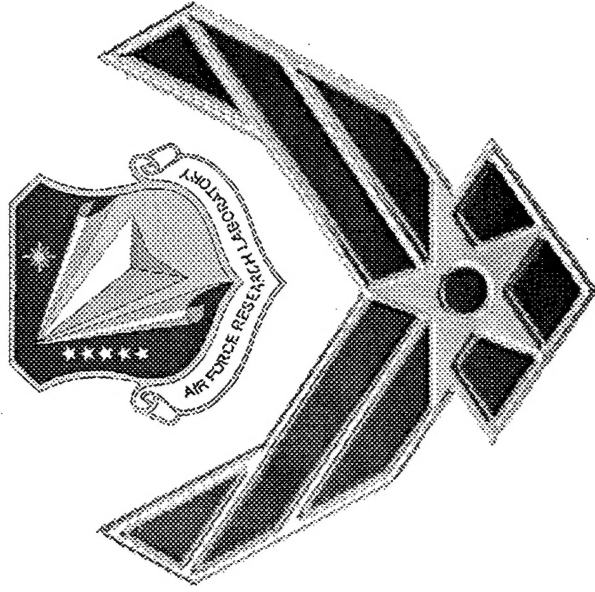
REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

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1. REPORT DATE (DD-MM-YYYY) 29-08-2003		2. REPORT TYPE Technical Viewgraph Presentation		3. DATES COVERED (From - To)	
4. TITLE AND SUBTITLE Determining Stress Sensor Requirements for a Health Monitoring System Using Finite Elements				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S) Timothy C. Miller (AFRL/PRSM)				5d. PROJECT NUMBER 1011	
				5e. TASK NUMBER 0076	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Air Force Research Laboratory (AFMC) AFRL/PRS 5 Pollux Drive Edwards AFB CA 93524-7048				8. PERFORMING ORGANIZATION REPORT NUMBER AFRL-PR-ED-VG-2003-217	
9. SPONSORING / MONITORING AGENCY NAME(S) AND ADDRESS(ES) Air Force Research Laboratory (AFMC) AFRL/PRS 5 Pollux Drive Edwards AFB CA 93524-7048				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S NUMBER(S) AFRL-PR-ED-VG-2003-217	
12. DISTRIBUTION / AVAILABILITY STATEMENT Approved for public release; distribution unlimited.					
13. SUPPLEMENTARY NOTES For presentation at the 2003 West Regional ABAQUS User's Meeting being held in Las Vegas, NV, taking place 21-22 October 2003.					
14. ABSTRACT <div>20031001 201</div>					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
					Leilani Richardson
a. REPORT Unclassified	b. ABSTRACT Unclassified	c. THIS PAGE Unclassified	A	23	19b. TELEPHONE NUMBER (include area code) (661) 275-5015

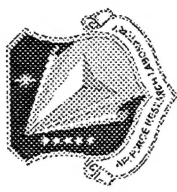
Determining Stress Sensor Requirements for a Health Monitoring System Using Finite Elements



T. C. Miller

Air Force Research Lab

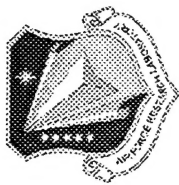
Edwards AFB, CA



Outline of Presentation

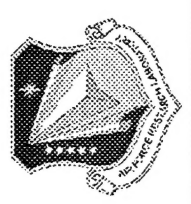
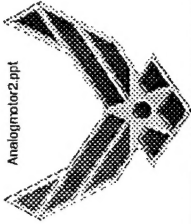
- Introduction
- Computational Modeling
- How FEA Results Are Analyzed
- Summary and Main Points

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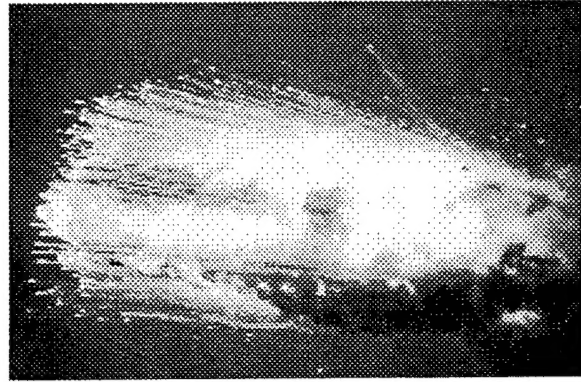
Introduction

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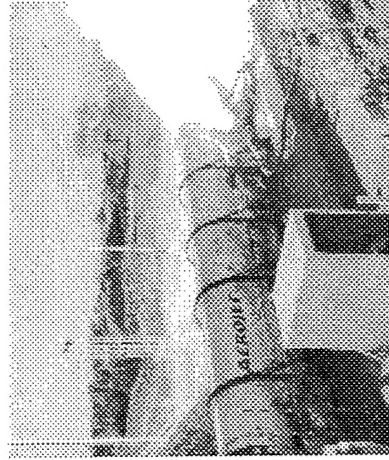


Motivation

**Consequences
of Failure**



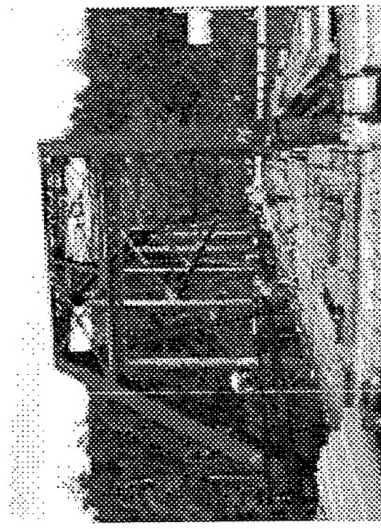
Ways to Ensure Reliability



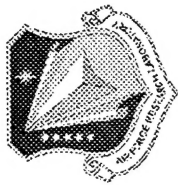
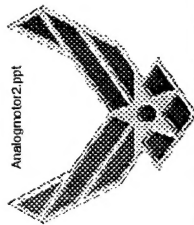
Live Testing



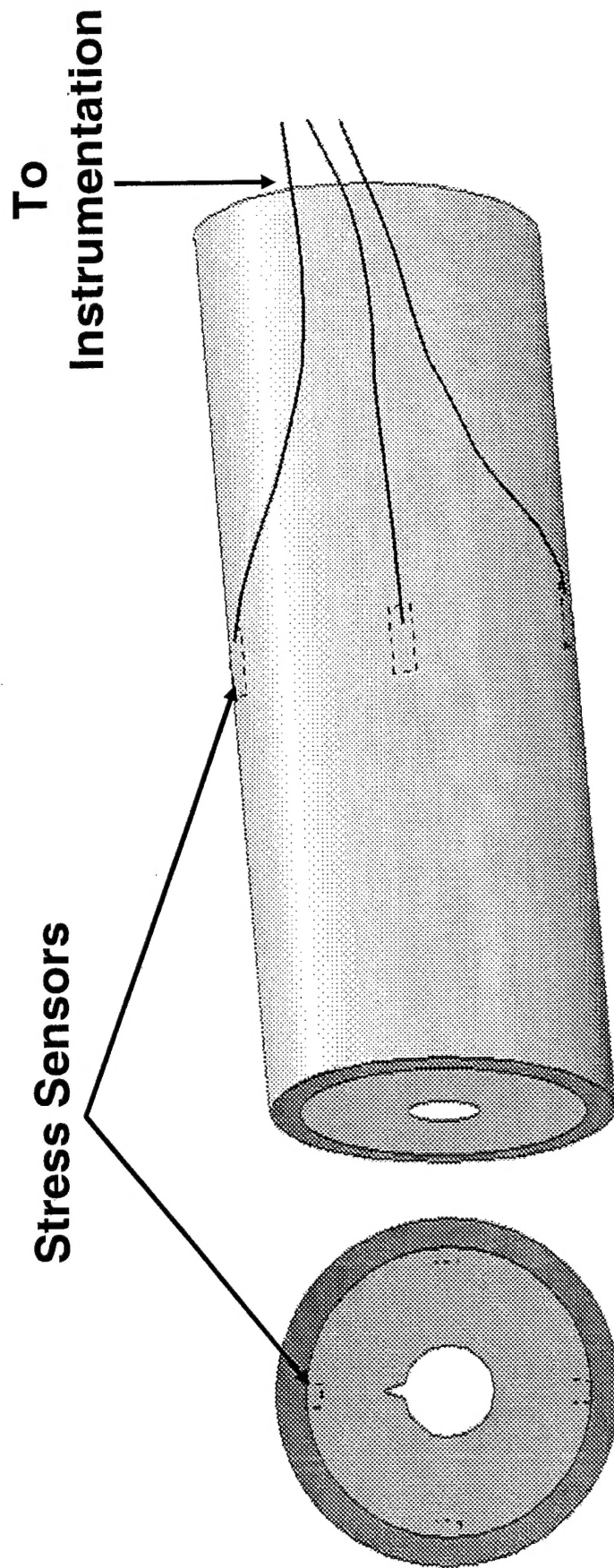
**Nondestructive
Evaluation**



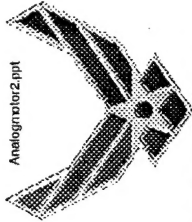
Health Monitoring



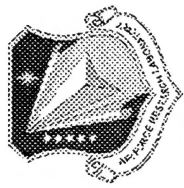
Sensors On Inner Case Wall



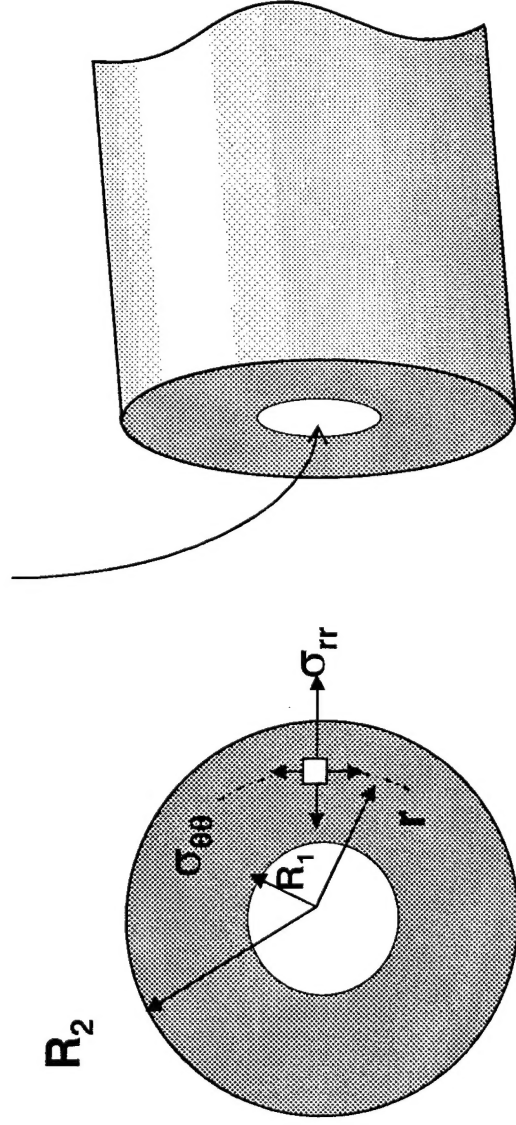
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Conventional Analysis For Hoop And Radial Stress



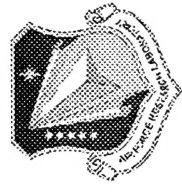
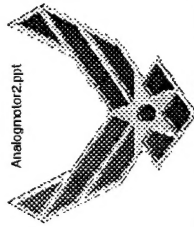
Pressure "p"



$$\sigma_{\theta\theta} = \frac{pR_1^2(R_2^2 + r^2)}{r^2(R_2^2 - R_1^2)} \quad \sigma_{rr} = \frac{-pR_1^2(R_2^2 - r^2)}{r^2(R_2^2 - R_1^2)}$$

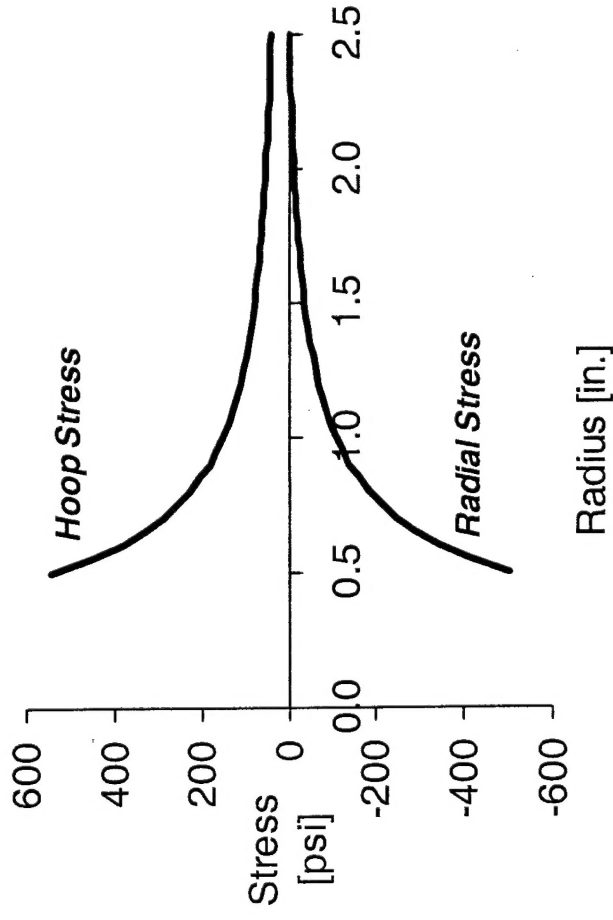
A conventional thick-walled pressure vessel analysis gives tensile hoop stresses but does not apply to solid rocket motors.

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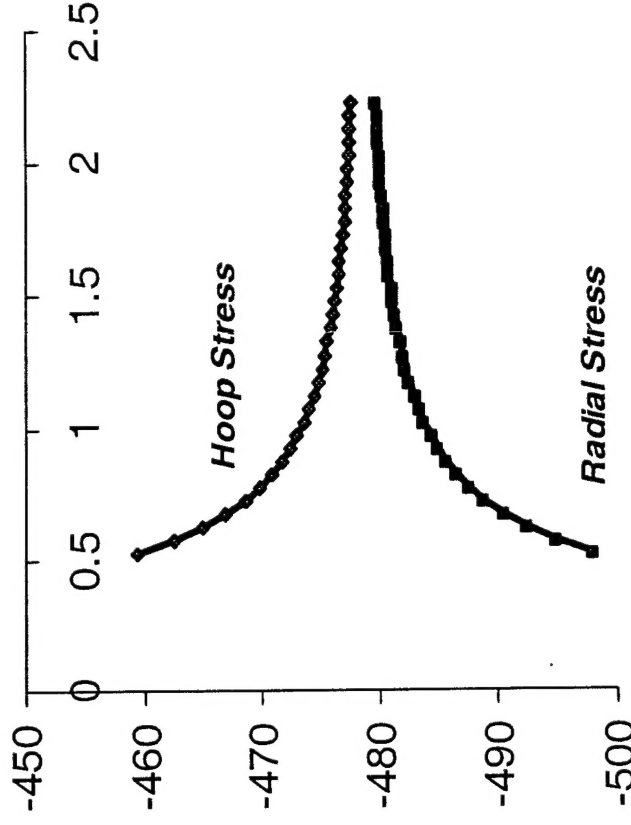


Pressure Vessels And Solid Rocket Motors

Conventional Pressure Vessel Analysis

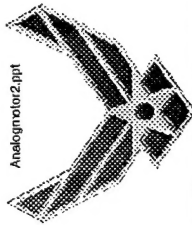


SRM Pressure Vessel Analysis

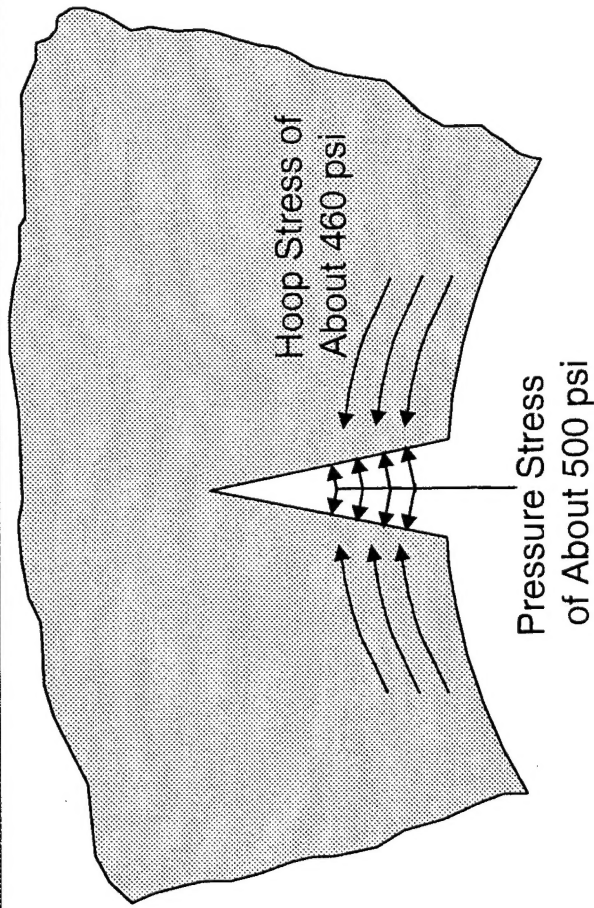
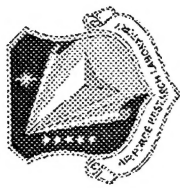


For this motor geometry and loading the stress sensor readings for an uncracked will be close to -500 psi.

Negative hoop stresses would close the crack if it weren't for the pressure loads on the crack faces.



Competing Hoop And Pressure Stresses

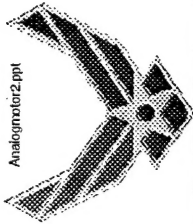


$$K_I = (\sigma_{\theta\theta} + p) \sqrt{\pi a f \left(\frac{a}{t} \right)}$$

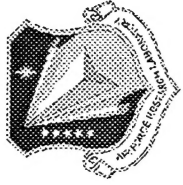
Relatively Weak Driving Force

The combination of negative hoop stress and pressurized crack faces results in substantially weaker “driving force” for fracture.

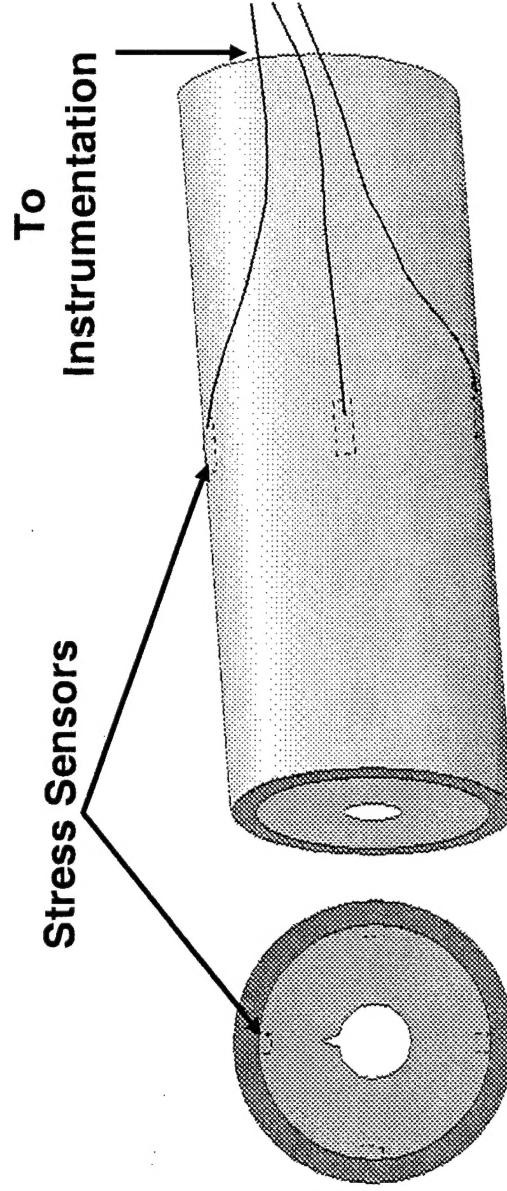
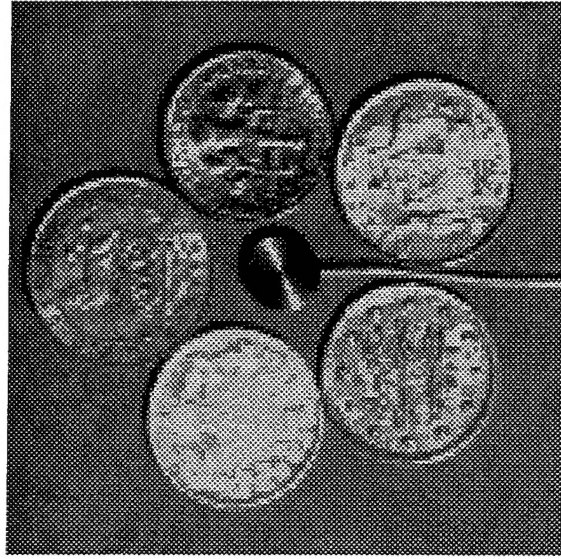
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Sensors On Inner Case Wall



How are the loads, geometry, and characteristics of the sensor system related?





Parameters Affecting HMS Design



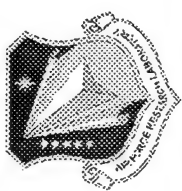
- Type and size of load
- Expected crack geometry
- Requirement for minimum detectable crack size
- Number of sensors
- Required sensor sensitivity

The relationship between some of the system parameters (minimum detectable crack size, required sensor precision, and the number of sensors used) can be found using analysis of FEA data.

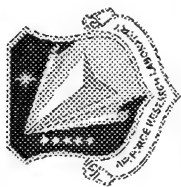
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Using FEA As A Design Tool



- General method is developed (can be applied to other situations, e.g., thermal loading)
- Specific relationship between variables is found

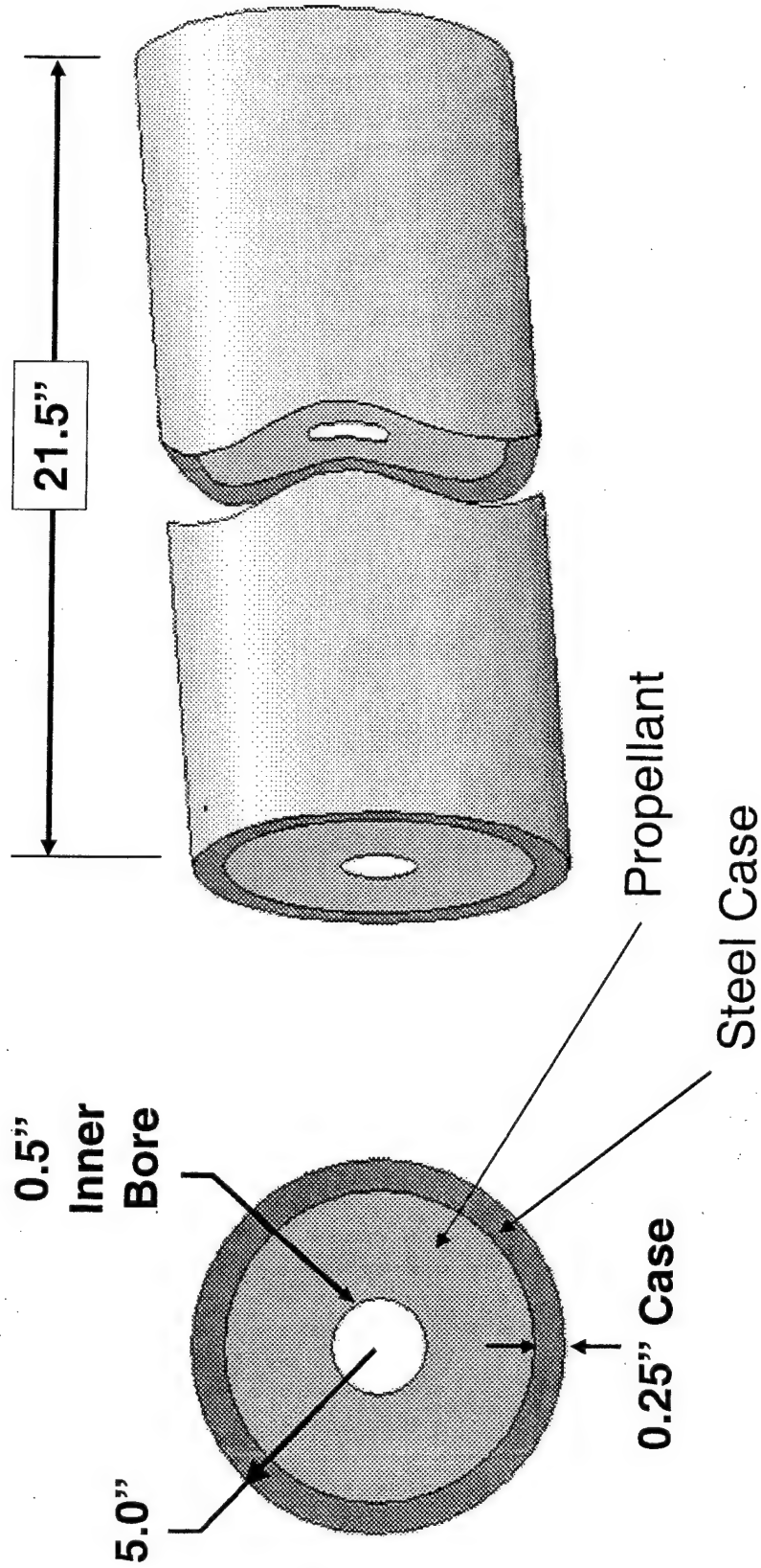
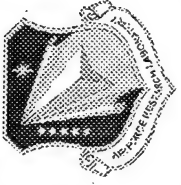


Computational Modeling

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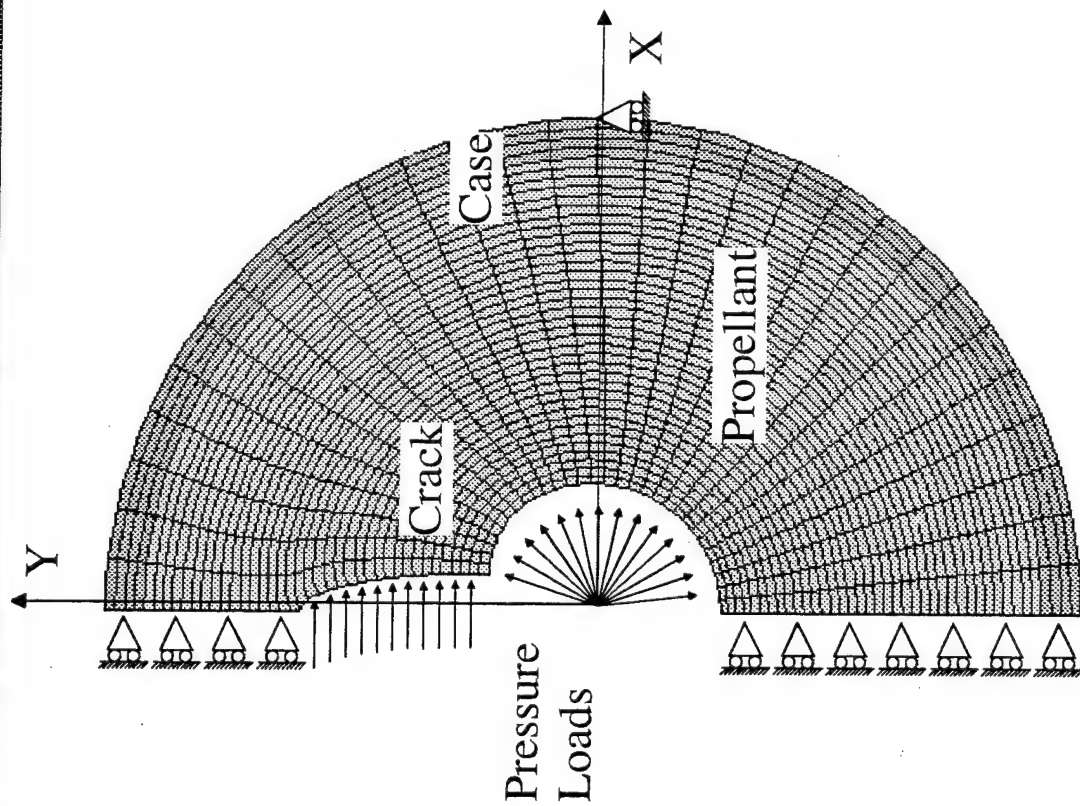
Motor Geometry



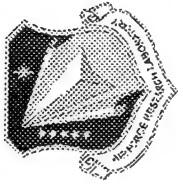
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Model Description - Geometry And Loads



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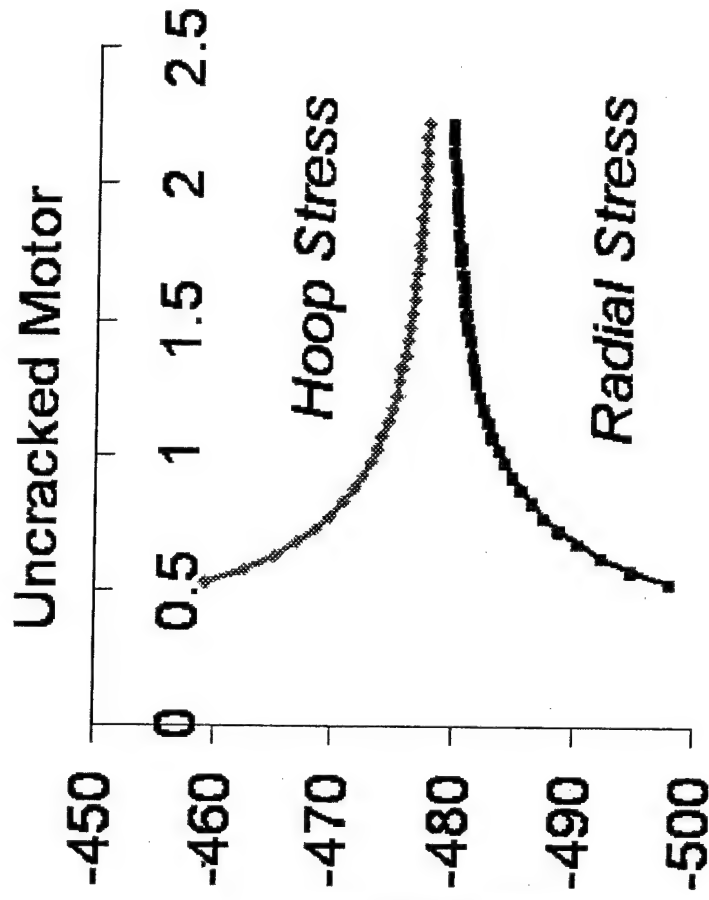
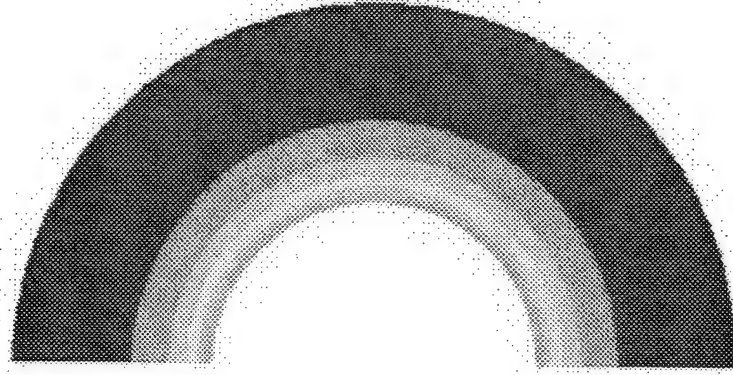
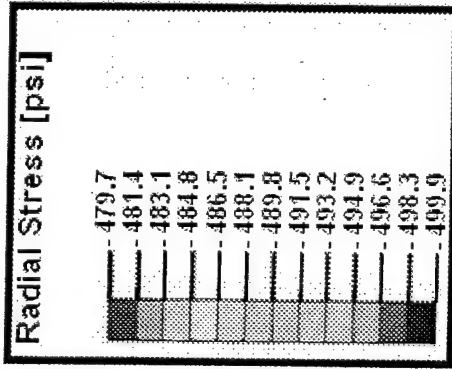
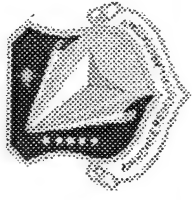


FEA Results and How They Are Used

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Cracked And Uncracked Solid Rocket Motors

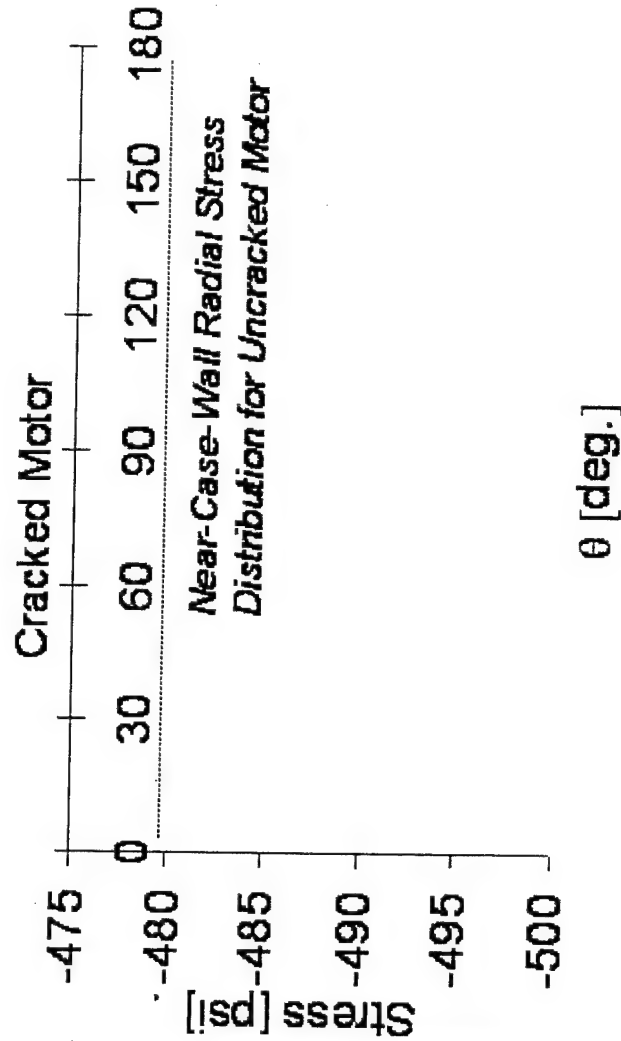
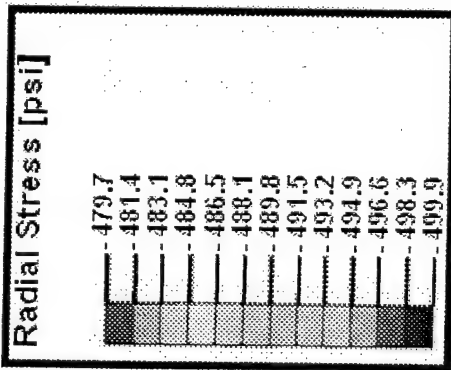
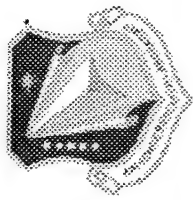


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Cracked And Uncracked Solid Rocket Motors

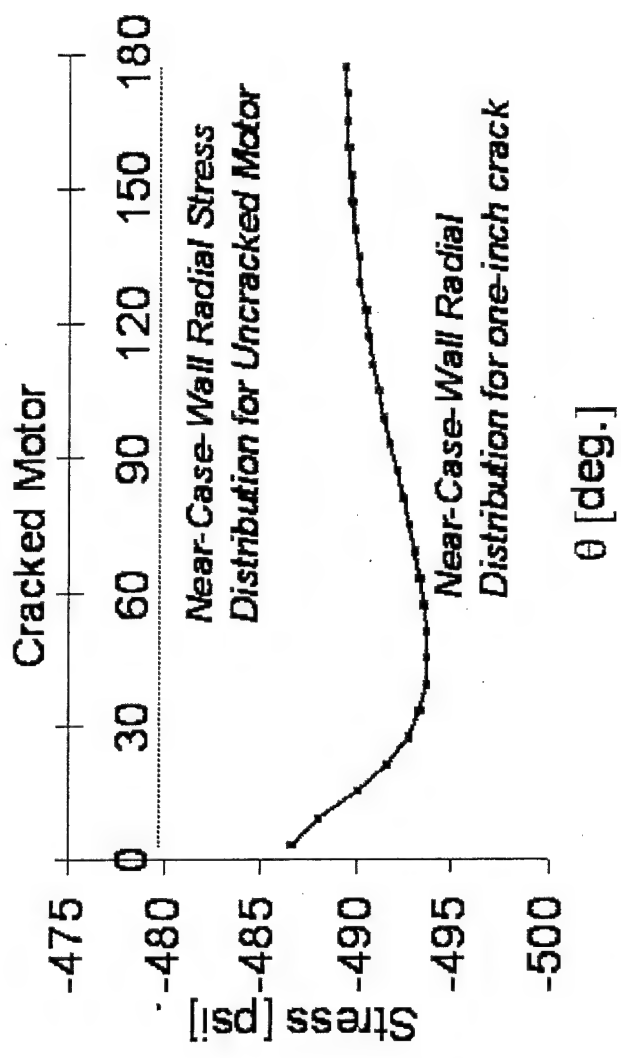
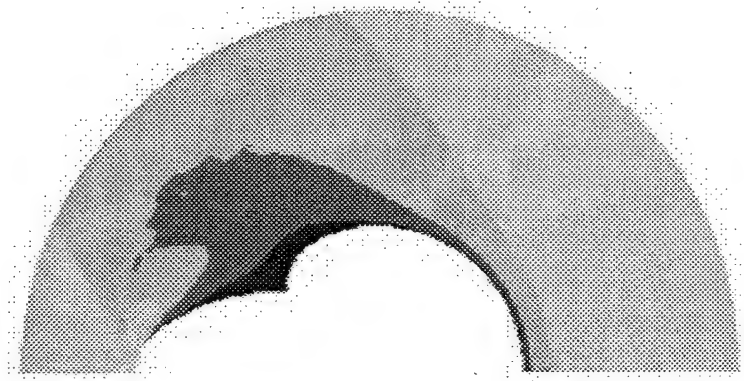
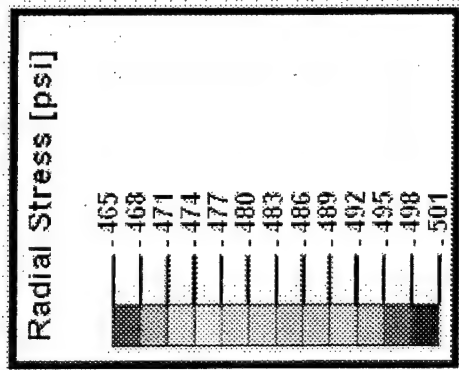
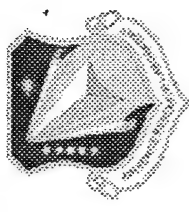


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Cracked And Uncracked Solid Rocket Motors



The uncracked motor has "baseline stresses" but the presence of a crack causes deviations that vary with orientation.

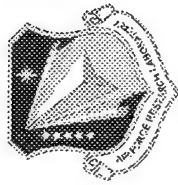
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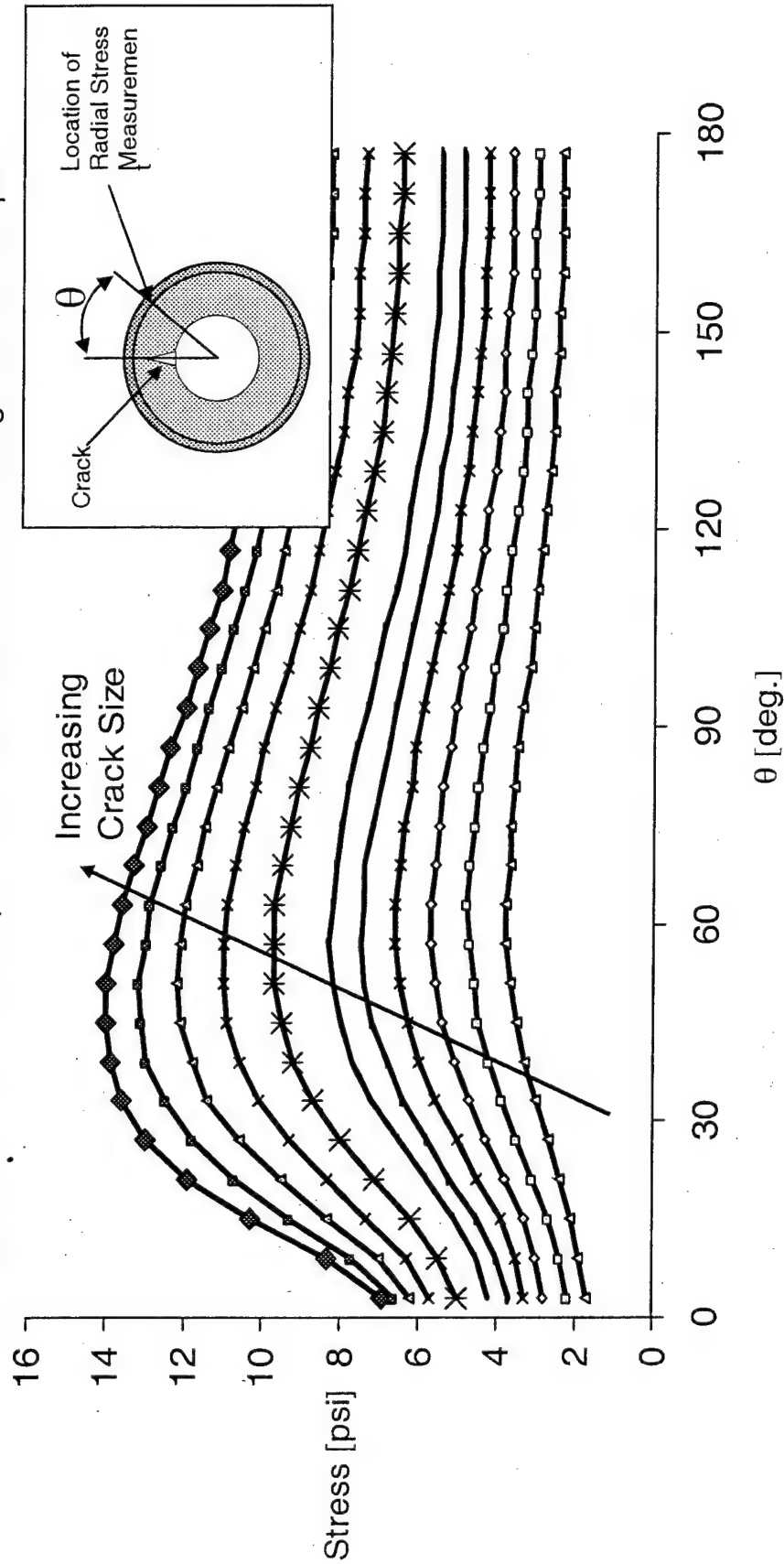


Analog Motor Corp.

Change in Stresses Near Case Wall Is Felt By Sensors



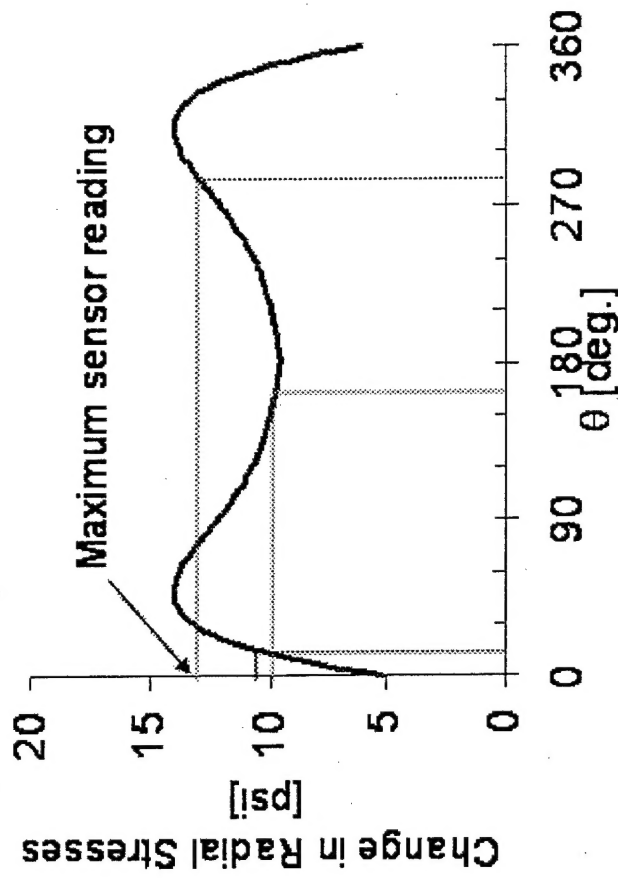
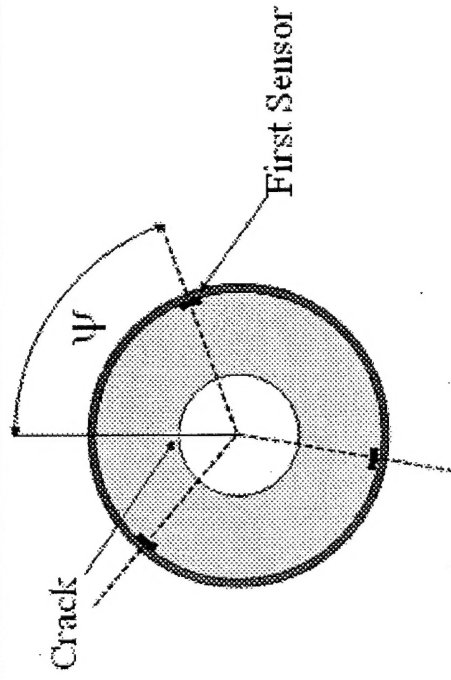
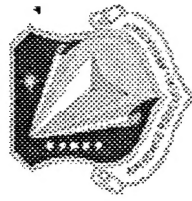
Change in Radial Stress Components Near Case Wall for Analog Motor at 500 psi



The difference between the baseline stresses and the case wall stresses in a cracked motor may or may not be detectable.

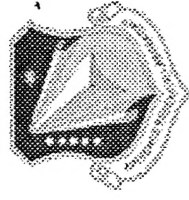
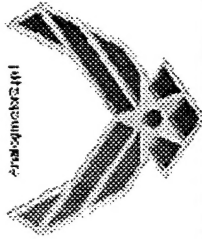


How FEA Results Are Analyzed

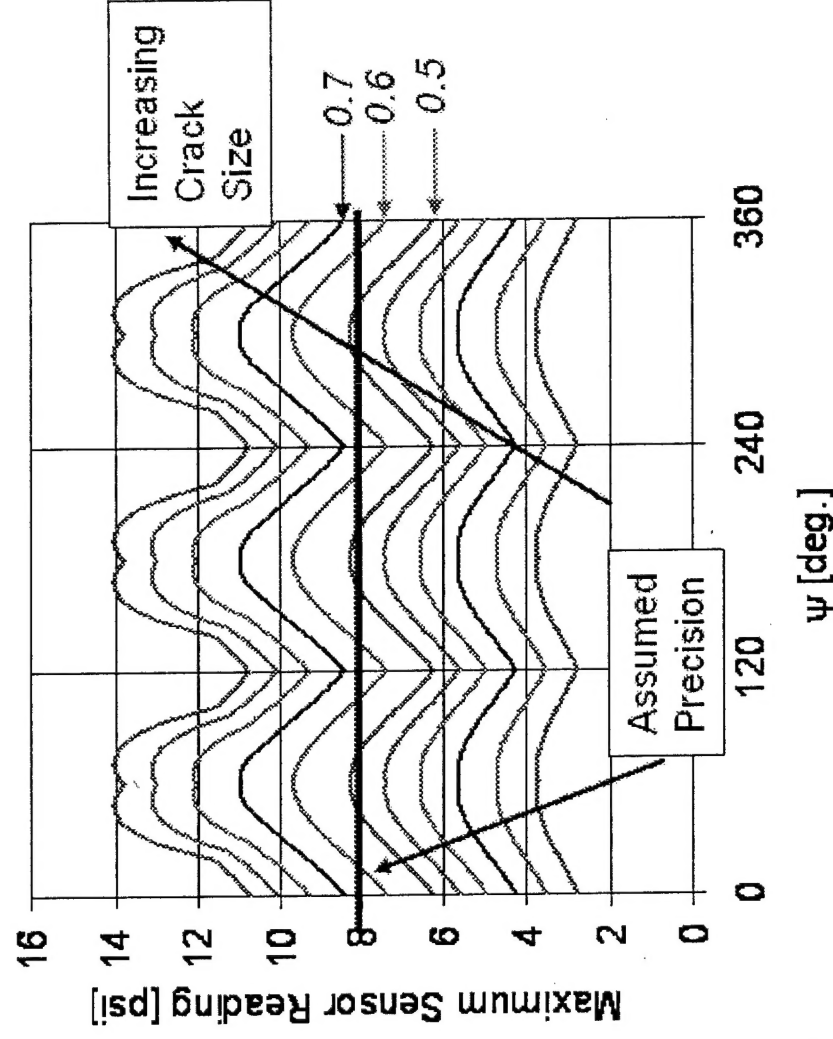
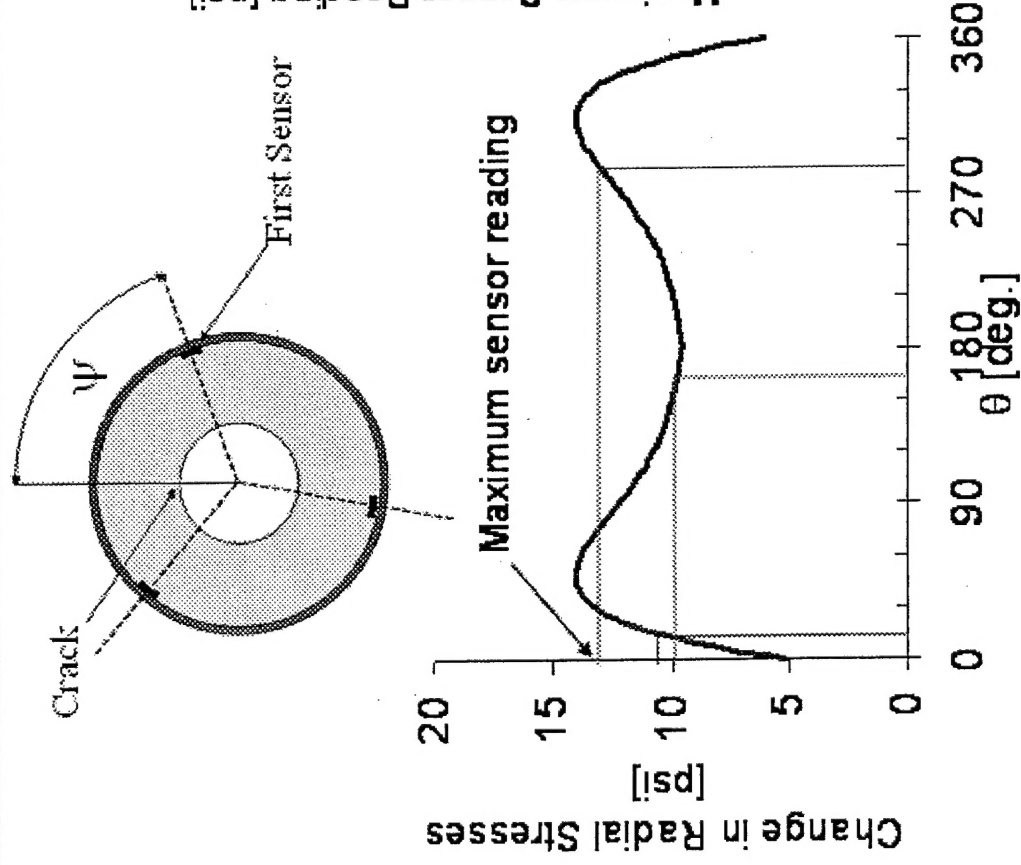


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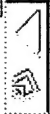


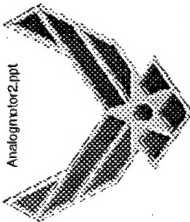


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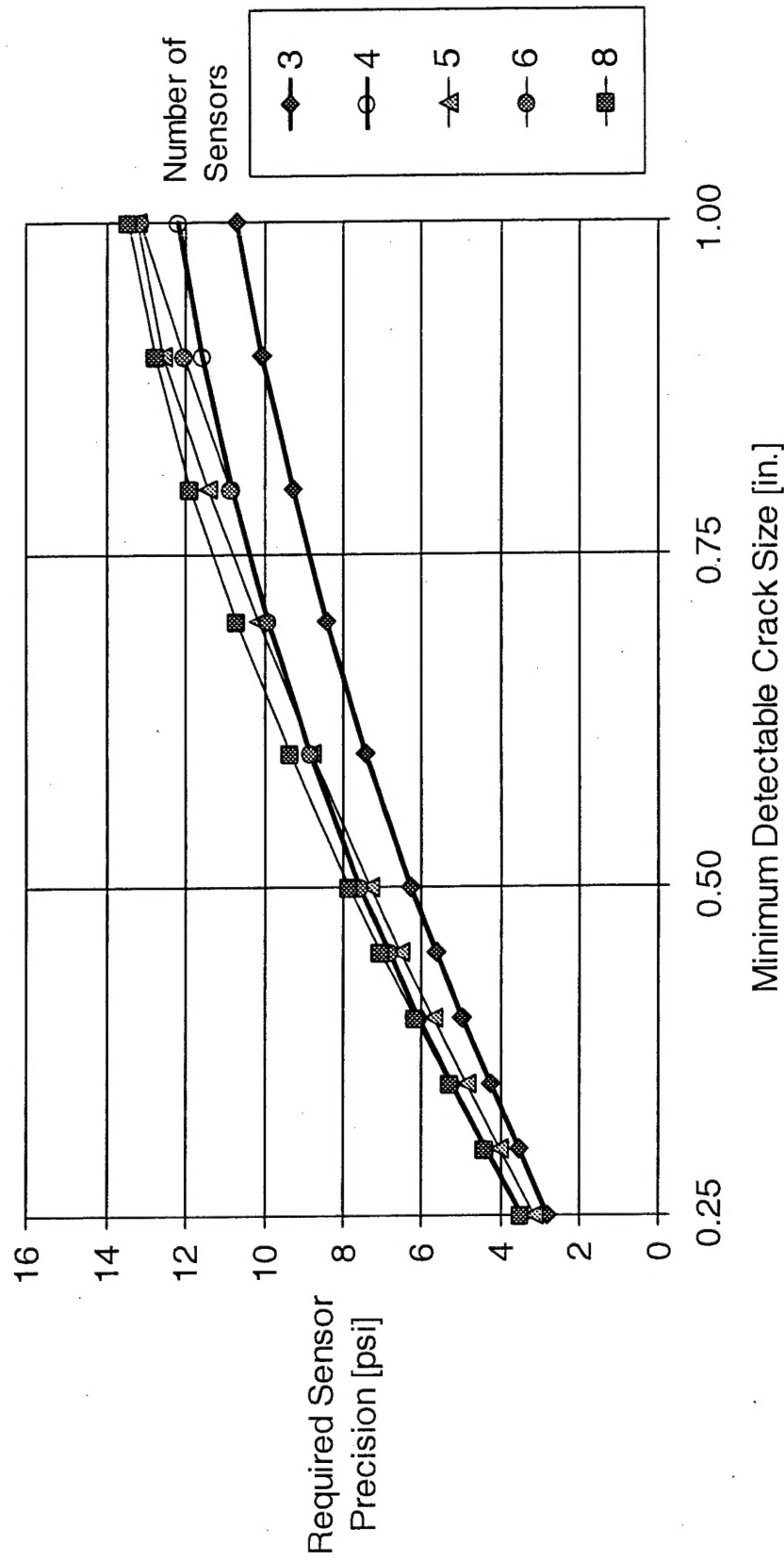
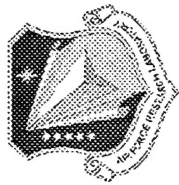


In the worst case scenario, the sensors will be aligned so that the maximum of the three sensor readings will be at a minimum. Detection of the crack may or may not be possible.

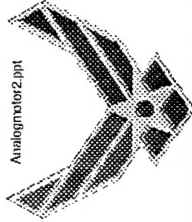




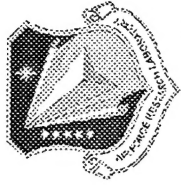
Results Relating Number Of Sensors, Sensor Precision, And Minimum Detectable Crack Size



For this motor geometry and loading, the number of sensors recommended is four and the sensor sensitivity required depends on the crack size (quantified by the chart).



Summary and Main Points



A conventional thick-walled pressure vessel analysis gives tensile hoop stresses but does not apply to solid rocket motors.

Negative hoop stresses would close the crack if it weren't for the pressure loads on the crack faces. The combination of negative hoop stress and pressurized crack faces results in substantially weaker "driving force" for fracture.

The relationship between some of the system parameters (minimum detectable crack size, required sensor precision, and the number of sensors used) can be found using analysis of FEA data.

The uncracked motor has "baseline stresses" but the presence of a crack causes deviations that vary with orientation. The difference between the baseline stresses and the case wall stresses in a cracked motor may or may not be detectable.

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